Florida Traffic Records Coordinating Committee
Executive Board Meeting

Wednesday, August 28, 2013, 1:30- 4:30 pm
Florida Department of Health
Conference Room 301
4042 Bald Cypress Way, Tallahassee

Agenda

TIME	DESCRIPTION	LEAD
1:30 PM	**Welcome and Introductions**	**Danielle King**
	BACKGROUND: Introduction of TRCC Executive Board Members, Technical Committee Members and guests.	
	NOTES: The following individuals were present at the meeting: TRCC Executive Board Members: J. Bixler (DOH), M. Welch (FHP, for Lt. Col. Hildreth), D. Reiding, C. Stewart (FPC) Other Attendees: T. Austin (DHSMV), B. Clotfelter (DOH), A. Cochran (TraCS), D. King (FDOT), N. Owens (DHSMV), M. Randall (Appriss), R. Fitzgerald (FDOT), R. Issa (UF), B. Scott-Walls (DHSMV), D. Snyder (CS), T. Swigget (TraCS), E. Colon (DHSMV), S. McCoy (DOH)	
1:35 PM	**Funding Discussion**	**Danielle King**
	BACKGROUND: Florida received an additional $500,000 in funding for FFY2014. We will discuss options for the extra funding and make final selections on previously selected projects.	
	NOTES: Florida expects to receive additional funding for FFY2014, to include $600,000 for Occupant Protection (OP) and $500,000 for data improvements. The attached handout, "May 2013 Project Prioritization/Ranking Results," shows the voting results from the May 2013 TRCC meeting. C. Stewart made a motion to fund the original 8 projects as decided at the May 2013 meeting. D. Reiding seconded the motion; none opposed. There was discussion regarding additional traffic records projects, and whether the additional funding should be used to fund the 3 proposals that were not approved at the May 2013 meeting, or whether additional grant applications should be solicited. The TRCC has up until June to approve new projects, and the project would have to be completed by Sept. 30, 2014. D. Reiding motioned to re-solicit grant proposals for a 2 week period, with the understanding that proposals not approved at the May meeting should resubmit to be considered in Round 2. C. Stewart seconded the motion; none opposed. CS will draft the grant solicitation notice and publish it on the FDOT website. Danielle will push the notice out through all agencies and internal partners. Their was discussion that the Florida Association of Court Clerks (FCC) should be a focus in the re-solicitation effort, since 50% of courts are not equipped to receive eCitation data electronically. D. King will distribute the notice to the FCC as a whole, and DHSMV will distribute it to individual clerks who have been involved in committees and are looking to expand their capabilities. There was discussion regarding funding for smaller law enforcement agencies that have difficulty finding funding to keep equipment up to date. C. Stewart noted that the problem is on the scoring side, and the TRCC agreed to discuss the scoring mechanism at a future meeting date.	
2:30 PM	**Florida TRCC Website**	**Dena Snyder**
	BACKGROUND: Provide an overview of content for the Florida TRCC website.	

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	DESIRED OUTCOME: Obtain TRCC approval and comments on website content.	
	NOTES: D. Snyder provided an overview of the draft content for the Florida TRCC website. CS will send out the beta website address, and all TRCC members are invited to submit feedback by COB on Thursday, September 5, 2013. J. Bixler motioned to accept the website layout and draft content. S. Stewart seconded; none opposed.	
2:45 PM	**Other State Traffic Records Projects**	**Dena Snyder**
	BACKGROUND: Provide highlights on the types of traffic records projects being funded in other states and an overview of the NHTSA State Project Clearinghouse (http://nhthqnwas294.nhtsa.dot.gov/apex/f?p=120:400). DESIRED OUTCOME: Inform the TRCC on the types of projects and use of Section 405(c) funding in other states, as well as the availability of the NHTSA State Project Clearinghouse resource.	
	NOTES: D. Snyder provided highlights on the types of traffic records projects being funded by other State TRCCs. D. Reiding noted that DUI reporting in FARS is tied to driver fatalities. Florida is low in reporting BAC for drivers who died in fatality crashes, and she wondered whether we should be pursuing training with medical examiners to increase BAC reporting. One of the recommendations that came out of the Impaired Driving Assessment was to implement a DUI tracking system, but there was pushback to developing one. Florida's BAC reporting rate for drivers who died is currently 65%. The rate is much lower for other involved drivers, who are tested only if there is probable cause. It is the medical examiner's responsibility to report BAC back to law enforcement agencies, but it takes 6 to 12 weeks to get BAC data back. Because the driver died, this information is not getting reported back out. D. King noted that a project concept paper could be developed to identify where the process is breaking down. TraCS could be modified to include reminders to follow up on BAC data. Other states are using TraCS to populate data directly into FARS. Currently, DHSMV has to follow up with law enforcement agencies and medical examiners to get that information. M. Randall noted that BAC reporting could be incorporated into Appriss' software as well. DUI tracking capabilities are currently built into their software deployment in Tennessee. The group agreed that the TRCC needs to recognize and help facilitate agencies' data needs. There lacks a deterministic match between LEAs and MEs for patients involved in crashes. There is a need to integrate this data, but it would require knowing the EMS run number or a patient tracking ID number.	
2:55 PM	**Project Reports & Critical Updates on TRCC Projects & TSIS Strategic Plan**	**Project Managers**
	BACKGROUND: Project managers and goal leaders will report on quarterly progress. ****Only critical updates or highlights need to be presented.**** DESIRED OUTCOME: Project managers and goal leaders will report on critical updates and/or highlights of what has been accomplished or will be accomplished by the end of the fiscal year.	
	NOTES: Florida EMSTARS: Brenda Clotfelter reported that 57% of EMS agencies are now reporting to	

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	EMSTARS. The average validation score is 93%. Timeliness of submissions has increased, with 15.4% received within 10 days (up 1%) and 55.6% received within 30 days (up 10%). The transition to NEMSIS version 3 is in progress. The new EMSTARS/Clinical Data Exchange (CDX) will accommodate both v1.4 and v4.0 data dictionaries. There will be a national sunset of the NEMSIS 2.2.1 standard in December 2014. D. King asked whether there will be a decline in national submissions because agencies won't switch to v3? Brenda reported that no vendor has been certified at the national level yet, so the December 2014 sunset date could slide. There is one vendor in compliance testing, which is a very rigorous process. The two vendors who are almost ready don't represent the largest vendors in Florida. Signal Four Analytics: Ilir Bejleri reported that they have loaded 1.7 million statewide citations for 2011 and 2012, and they are in the process of loading 2013 data. They will soon be able to provide a similar query system for citations. They also conducted research on how to use citation data (with Grady Carrick) and have submitted a paper for TRB. They would like to discuss the research results at a future meeting. UF has expanded editing functions (location, crash type) to allow engineering staff access to edit records for analytical purposes; it doesn't impact the original data source. They have conducted two webinars – an introductory and advanced session – with very positive input. One noticeable outcome is that it has raised awareness of problems associated with crash addresses and locations. Once LEAs see their data mapped, they realize the need for better accuracy in location reporting. UF would like to start conducting webinars on a monthly basis and make the recordings available on the website. As of Quarter 3, there were 2,869 unique user logins; 9,880 queries conducted; 25,601 crash reports retrieved; and 1,025 user accounts among 135 agencies, including cities, counties, MPOs, and LEAs. Two more webinars are planned for September. Next steps include improving network ranking, the geocoding process, and developing specs for analyzing citations. Geolocation Web Service: Ilir Bejleri reported that the prototype has been developed and implemented in TraCS, and small scale testing will be starting soon. They will be working with the FHP vendor to incorporate the prototype into their software in September. Next year, the goal is to do a pilot with selected officers at two agencies who are using the software. Ilir conducted a demo of the prototype, which allows users to utilize a police vehicle's GPS function to pull up a satellite photo of the vicinity and locate crashes. The system will auto-populate the crash location on the eCrash form, which saves time, improves accuracy, and resolves the geolocation problem. N. Owens reported that event accuracy has improved from 29.6 to 16.9 accuracy. The baseline for vehicle accuracy error rate is 7.27%, while the person accuracy error rate is 9.10%. The following questions were asked: • When will the cross validation go into effect, and will there be new fields added? Ilir responded that they don't anticipate new fields. They are making soft rejections for now and will incorporate hard rejections later. • Will there be a different level of error to correct and resubmit a record? They are currently returning some, and keeping some for their records. Another issue is making sure the driver's license information correlates to the actual driver listed on the crash report. They are working on this in small steps. • Will there be any requirements for recertification of eCrash vendors on a regular basis? Once the tool is in place, they will be able to implement and incorporate the changes	

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	into a rules document. Vendors will have to update their software by a certain date. It will be an unofficial certification process; they will go back and forth with the vendor and then approve for use. TraCS and eCitation have a more formal compliance or certification process. • Has the group adopted a set of formal county codes across the state? They are using FIP codes now. Tom noted that they have discussed this. For crash, they went to the Uniform Traffic Citations (UTCs). There are separate county code lists for crashes and citations. Some codes are the same, but some are not. Eventually, they will look into using an agency identifier that is standardized across all agencies. Ilir noted that there could be an opportunity to use time/place to match up crash and EMS data. There was discussion that it could be a resource problem for rural areas to get laptops with GIS capabilities. D. Reiding reported that DHSMV is getting a Safety Data Improvement Program Grant (SaDIP) to update the crash manual. They will have online training on the new crash report and will fund $300,000 per year to provide laptops to LEAs. They are also redoing their citation inventory system and are looking into the number of citations they are receiving from LEAs. This recently jumped to 67% eCitations, mainly due to LEAs using eCitation software more often. They expect to see another jump soon, as there are 29 counties serviced by FACC's clerk software, which allows clerks to grab eCitation data electronically from TraCS. DHSMV recently did 4 training workshops with clerks to update them on the changes. This group would be very receptive to qualifying for grant funding. <u>Event Specific Patient Tracking Number (ESPTN):</u> Raymond Issa reported that UF assembled a panel of stakeholders and came up with taxonomy for ESPTN. Data linkage is an important subject, as noted in the TR Strategic Plan. The ESPTN is a way to link data sources so analysts can get more detailed information on the lifecycle costs of crashes. This project involved resources to address data privacy, safety, and security concerns associated with implementing ESPTN as a pilot project in Orange County, and UF is committed to completing the projects. and are committed to getting it done. UF did a proposal on ESPTN to EMSTARS, and it will be included as a custom optional data element in NEMSIS 3.0. It will also be included in the Trauma Registry as an optional data element. In the rollout of the next version, it will become a requirement for the agency that first deals with a patient to generate a patient tracking number. <u>Florida Trauma Registry Update</u>: Steve McCoy reported on the Trauma Registry update. They have been trying to redo the Trauma Registry for the last 4 to 5 years. It has been stripped down to include the national trauma database standard, as well as several Florida specific fields, including the ESPTN. They are in the more procedural stages of the project now, and they completed a workshop several weeks ago. The Next Gen Trauma Registry will go live in January 2014, and they will be conducting best testing with 5 agencies over the next few months.	
3:30 PM	**Other Business**	**Danielle King**
	BACKGROUND: The following topics will be discussed: • Development of a SharePoint Site for the TRCC – Rickey Fitzgerald • Future TRCC meeting dates – Danielle King • Other business	
	NOTES: Could implement Sharepoint link as function of TRCC website. R. Fitzgerald	

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	provided a demonstration of the Sharepoint site for Elder Road Users. There is a form within Sharepoint that allows capture of data request information into a CSV file and issues an alert to the designated manager. The form has been useful for prioritizing data requests within the team, and FDOT thinks it could be used to create dialog between SHSP emphasis area users. Validation or business rules could be created to streamline data requests. Typical data requests for the Elder Road User site include information on crashes involving drivers age 65 and above. DHSMV uses a similar tool for statistical data requests and reported that it helps provide internal consistency. Access to the Sharepoint site would be limited to the internal team only – not external users. The tool could be used to create dialog among the entire team. TRCC meeting dates for FY2014 will be held on Tuesday, November 5, 2013 (at FDOT); Wednesday, January 15, 2014 (location TBD); and Tuesday, March 11, 2014 (location TBD). Cheryl Stewart announced that she will be retiring in December. Amy will be identifying her replacement, who will hopefully attend the November TRCC meeting with her. Rickey announced that the Crash Analysis Reporting (CAR) database is in the process of being updated to process new forms of data. The new crash report format for 2011 and forward will be ready in one year. The 2012 Crash Facts report will be published the first week of September. Rickey is working to develop a Crash Facts report on aging road users, and Joe Santos is considering developing a similar report for all emphasis areas of the SHSP. M. Randall reported that Appriss' tool is up and running, and they are getting lots of interest. There are approximately 100,000 crash reports coming in on paper each year. Appriss is working with agencies in South Florida to move them towards electronic reporting, although it takes longer for large agencies to implement change. Appriss offers them a secure FTP site for uploading crash diagrams. It saves them money from processing paper reports and improves timeliness of reporting. Some SaDIP funding was used to open a local office for these S. Florida agencies to drop off crash reports, and they have notified agencies that it is available. However, the agencies typically prefer to upload images to the FTP site once they find out it's available. Many agencies have field capability but not processing capabilities, and Appriss has been offering to develop it for them. D. King reported that Tampa PD has started reporting crashes electronically, and they are trying to meet their goals so they can get their funding.	
4:30 PM	**Adjourn**	

May 2013 Project Prioritization/Ranking Results

Rank	Project Title	Description	Total Points (out of 50)	Proposal Amount	Approved Amount	Cumulative Amount	
1	A Unified and Sustainable Solution to Improve Geo-Location Timeliness and Accuracy and HSMV Crash Data Quality	Development of a unified crash geolocation method using the Florida unified basemap, as well as cross-field validation and business rules as cited in the October 2011 CDIP Final Report and recommended by the DHSMV analyst. This project will improve the timeliness, completeness, accuracy, and integration of the crash, roadway, and citation/adjudication data systems.	42	$118,932	$118,932	**$118,932**	
2	Crash Records Data Improvement Plan	Hire an operations/management analyst to address deficiencies related to the accuracy and completeness of crash reports and crash data stored by DHSMV.	37	$116,305	$116,305	**$235,237**	
3	Field Data Collection for NEMSIS Compliance	Resources (contractual services) to ensure completion of the new state compliance process for NEMSIS version 3. This project will improve the completeness, accurate, uniform, and timely EMS data.	36	$344,820	$344,820	**$580,057**	
4	Expanding Accessibility, Utilization and Data Integration of Signal Four Analytics	Personnel costs and expenses to implement data, hardware, and software infrastructure improvements to improve the availability, accessibility, and reliability of the Signal Four Analytics system.	35	$139,950	$139,950	**$720,007**	
5	Miami-Dade Police Department eCrash Equipment Project	Purchase of laptops, printers, driver license reader, and peripherals to implement an electronic crash system where none previously existed. The project will improve the completeness, accuracy, uniformity, and timeliness of the crash data system.	34	$485,482	$485,482	**$1,205,489**	
6	City of Miami Police Department (MPD) eCitation Project	Purchase of thirty Motorola ET1 tablets to implement an eCitation system to automate the citation and ticketing process. This project will improve the completeness, accuracy, uniformity, and timeliness of the citation data system.	32	$72,000	$72,000	**$1,277,489**	
7	Tampa PD Deployment of electronic crash and citation reporting	Implement an electronic citation and crash reporting software application and the procurement and deployment of in-car printers. This project will improve the completeness, accuracy, uniformity, and timeliness of the crash and citation data systems.	31	$555,750	$333,000	**$1,610,489**	
8	Palm Bay PD Implementation of e-crash/e-citation program	Purchase 90 mobile printers and a production SQL server in order to expand the eCrash/eCitation software to 125 first responders within the Department. This project will improve the completeness, accuracy, uniformity, and timeliness of the crash and citation data systems.	30	$49,900	$49,900	**$1,660,389**	*Projects 1 - 8 approved pending funding.*
9	E-Citation Policy Development	Assist DHSMV in formulating a comprehensive e-citation policy to address current gaps and guide present and future deployment of e-citations in Florida. This project will improve the timeliness, completeness, and uniformity of citation/adjudication data.	27	$59,800	-	**$1,720,189**	

Rank	Project Title	Description	Total Points (out of 50)	Proposal Amount	Approved Amount	Cumulative Amount
10	Event Specific Patient Tracking Number (ESPTN)	Develop an ESPTN and HIPSS-compliant methodology to support deterministic (exact) linkage of trauma and crash data. This project will improve the accuracy and integration of the crash, roadway, vehicle, and EMS/injury surveillance data systems.	25	$128,806	-	**$1,848,995**
11	Treasure Island Police Department E-Crash/E-Citation Enhancement	Purchase laptop computers, emergency lighting, console and vehicle mounting solutions, and mobile printers for 2 administrative vehicles, and procure 8 new bar code readers and one new server to support e-Citation and e-Crash reporting. This project will improve the completeness, accuracy, uniformity, and timeliness of the crash and citation data systems.	22	$39,830	-	**$1,888,825**

TRCC Meeting Dates for 2014:

Tuesday, November 5, 2013 - 1:30 to 4:30 p.m.

Wednesday, January 15, 2014 - 1:30 to 4:30 p.m.

Tuesday, March 11, 2014 - 1:30 to 4:30 p.m.

Other State Traffic Records Projects

DUI Tracking

State	Project Title/Description
Utah	**Increasing BAC Reporting:** Identify challenges and resolutions to improve collection and reporting of BAC data, including training and outreach to LEAs, assessing agency resources to administer the tests, and increased communication with Medical Examiner's Office to collect BAC results.
Minnesota	**DWI Data Analytics:** Develop DWI analytics system to manage impaired driving cases from arrest through the completion of court and administrative sanctions. Analytics capabilities include identifying populations and trends, evaluating countermeasures, and identifying problematic components of overall impaired driving system, including DWI mapping.
Connecticut	**Connecticut Impaired Driver Records Information System (CIDRIS):** System includes electronic roadside capture of traffic citations, integration/interface of judicial and DMV information, integration/interface with offender-based data, and a data mart decision support system.

Citation/Adjudication

State	Project Title/Description
Utah	**Utah Courts Information System (CORIS):** Public record case information entered into CORIS by court staff in the courthouses where the case files are located. Information is available immediately in the State XChange query application, a web-based, searchable repository of district court and justice court case information. A Feb. 2011 judicial rule required all LEAs to submit citations electronically.
Alaska	**Multi-Agency Justice Integration Consortium (MAJIC)** (http://www.akmajic.org): Collaboration of 20 member agencies and other organizations that meet on a regular basis to develop exchange standards and identify projects to improve the completeness, timeliness, and accuracy of the criminal justice system.
Alaska	**Electronic filing of TraCS citations:** Establish an interface between LEAs and the Alaska Court System using TraCS. ACS published specifications for electronic filing of citations, consistent with uniform citation form approved by DPS.

Vehicle/Driver Records

State	Project Title/Description
Alaska	**Improve timeliness of traffic conviction data in driver records:** Automatically update driver records with court convictions for minor traffic offenses by replacing manual data entry with an automated web service.
Alaska	**Create a new vehicle database query system (ALVIN):** Develop a new, more comprehensive and centralized data query system for driver database records.
Alabama	**Law Enforcement Tactical System (LETS):** Web portal that provides access to driver license, driver history, warrants, protection orders, corrections, pardons and paroles, vehicle registrations, insurance, and electronic citation data to law enforcement officers and criminal justice personnel in the field.

Integration

State	Project Title/Description
Nebraska	**Define and Implement Acceptance of Electronic Death Record Data into the Traffic Safety Information System:** Link DMV and HHSS records to automate the acceptance of death record data. Currently, manual entry is required. Accurate and more timely update of records will decrease the opportunity for driver license fraud to occur.
Massachusetts	**Traffic Records Business Plan:** Develop an action plan for advancing traffic records by examining the accessibility and integration needs of data collectors, owners, managers, and users; review existing information systems; and recommend improvements to core system performance and possible integration of systems or data files for use by traffic safety stakeholders.
Iowa	**Citation and Crash File Integration.** Contractual services and software development to achieve a comprehensive crash file/citation file interface; and promote ongoing traffic data usage and access of data to support research for critical policy issues.
Louisiana	**Crash Data Warehouse and On-Line Analytical Processing (OLAP) Cubes:** Central repository for crash data. Contains other sources of information integrated with crash data including: COBRA (breathalyzer) data, coroner report data, vital statistic data, driver license data, vehicle miles traveled data, and some roadway data.

Accessibility

State	Project Title/Description
Arizona	**E-Survey to Determine Data Systems Used by State LE Agencies:** Determine what kind of electronic data system LE agencies are using to record crash data, and what types of systems they'd like to use in the future.
Iowa	**Fatality Data Accessibility:** Software programming to permit more immediate and complete access to fatality data for an expanded audience of users, including highway safety policy personnel, policymakers, legislators, the Governor's office, and other state agencies.

Resources

NHTSA State Data Information Resources Website (http://www.nhtsa-tsis.net/stateCatalog/stateData.html). View basic crash, EMS/ISS, and Citation information and resources for each state.

NHTSA State Data Improvement Projects Clearinghouse (http://nhthqnwas294.nhtsa.dot.gov/apex/f?p=120:400). Repository for information on traffic safety data system improvement efforts at the federal and state level. Contains high-level project descriptions and is searchable by state, performance area, data system, and keyword.